

CLASSIFICATION

S E C R E T

IDEA 0385-71

cy 2 of 2

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HANDLING PROCEDURES

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DOPS via IDEA/OSA						<i>JW. 29 NOV.</i>	

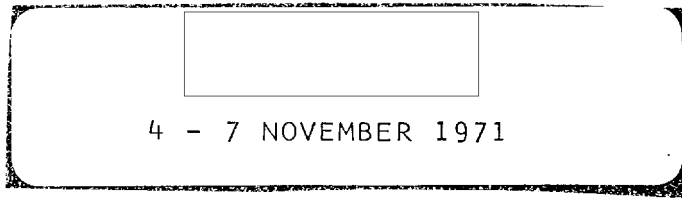
CLASSIFICATION

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Approved For Release 2007/09/24 : CIA-RDP74B00836R000300010101-5

25X1

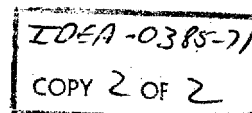


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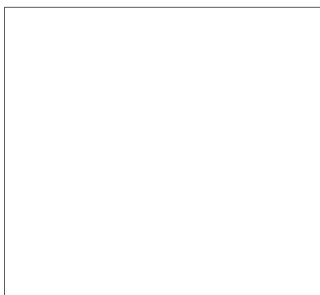
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DOE review  
completed.

4 - 7 NOVEMBER 1971

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DOE review  
completed.  
RECAP

1. [ ] was a photographic operation conducted from Eielson AFB, Alaska, in support of [ ]

2. The effort was activated on short notice through a 3 Nov 71 series of phone calls. The final call at 1445L laid on a one-aircraft requirement with a "99% sure" probability of going.

3. The deployment task force departed [ ] 1445L, 4 Nov 71, via C-141 for Eielson with the "H" config on board. Upon arrival, equipment was offloaded and initial preparations completed. The only problem of consequence involved communications circuits.

4. The article with the "I" config flew up on 5 November 71 arriving Eielson at 1305L. The flaps were stuck in "gust" position for the entire flight. After considering weather and relaunch options, the decision to recover at Eielson was made. [ ] accomplished an excellent no-flap landing and repairs were completed that evening.

5. [ ] Launched at 0801L, [ ] as programmed with the "I" config recovering at Edwards after a 12 hour flight. With Hq concurrence, the task force closed down when the article reached a point where return to Eielson was no longer feasible. [ ] had in the meantime assumed command and control. The C-141 launched at 1645L and proceeded to Edwards without incident.

6. Facilities, equipment, and general support at Eielson were outstanding. The only significant problems encountered throughout the brief operation involved commo and the wing flaps on the

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article. Both are discussed in appropriate following sections.

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1 DEC 1971

MEMORANDUM FOR: Chief, IDEALIST Operations, OSA

SUBJECT: [ ] I Recap

The following comments are submitted in response to the Materiel portion of the [ ] Recap.

1. The X-Band Beacon was provided as a service to the [ ] at their request, to facilitate tracking of 055 while in [ ] Known and anticipated mission requirements are included, as mission planning data, when operational orders are transmitted. The X-Band Beacon was not a mission requirement, was provided as a service [ ] and arose subsequent to arrival of the Project Headquarters representative at Anchorage.

2. [ ] proposal for modification of preconditioning cart input and output duct locks has been forwarded to [ ] for evaluation. [ ] will be advised of the [ ] findings and/or required modification actions, as appropriate.

3. Malfunction of the preconditioning cart which permitted inlet temperatures higher than desired was investigated and has been attributed to a broken wire on the temperature control unit leading to the Air Out Temperature Sensor.

4. Malfunction of the modified T-35 Tracker, which failed to complete the programmed number of cycles is under investigation. Equipment and materiel have been forwarded to [ ] for study and efforts to duplicate subject failure. [ ] will be advised of [ ] findings, when available.

[ ]  
Deputy for Materiel, OSA

cc: *JAN*  
PRD/M/OSA  
PRD/M/OSA (Chrono)

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IDEA 0348-71  
Copy 7 of 9  
26 November 1971

MEMORANDUM FOR: See Distribution

SUBJECT : [ ] Recap

25X1

1. Request each addressee review the attached [ ] [ ] recap and prepare appropriate replies and/or comments to specific portions as they apply to individual areas of responsibility.

25X1

2. It is requested that resulting replies and/or comments be provided IDEA/O by memo not later than COB 2 December 1971.

[ ]  
Deputy for Operations

Attachments - 1

[ ] Recap (IDEA 0385-71 Series B)

IDEA/O/OSA/ [ ] (26 Nov 71)

Distribution:

- 1 - DSA (w/o atts)
- 2 - SS (w/atts)
- 3 - COMPT (w/atts)
- 4 - COMMO (w/atts)
- 5 - AMS (w/atts)
- 6 - D/O (w/o atts)
- 7 - IDEA (w/atts)
- 8 - D/M (w/atts)
- 9 - RB/OSA (w/o atts)

GROUP 1  
Excluded from automatic  
downgrading and  
declassification

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IDEA 0385-71  
 Series B  
 Copy 5 of 6

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IDEA - 0385-71  
Series B  
Copy 5 of 6

25X1



4 - 7 NOVEMBER 1971

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CHRONOLOGICAL SEQUENCE OF EVENTS -

25X1

4 - 7 November 1971 (all times local)

04/1125 - C-141 support aircraft arrives North Base

04/1445 - C-141 support aircraft departs for Eielson AFB

04/1830 - C-141 arrives Eielson

05/0900 - Article 055 departs North Base

05/1305 - Article 055 arrives Eielson

06/0801 - Article 055 departs Eielson

06/1645 - C-141 support aircraft departs Eielson

06/2150 - Article 055 arrives North Base

07/0005 - C-141 support aircraft arrives North Base

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OPERATIONS

A. NARRATIVE SUMMARY

25X1 1. [ ] deployed to Eielson AFB, Alaska on 4 Nov 71  
25X1 with a total of [ ] personnel. One representative from  
Headquarters was in position at Anchorage and one representative  
25X1 from [ ] joined the deployment team at Eielson AFB. The C-141  
support aircraft flight to Eielson was uneventful. After landing  
at Eielson the C 141 was out of commission due to a flap malfunc-  
tion, but the problem was resolved prior to the scheduled redeploy-  
ment time. Immediately after arrival the support aircraft was  
downloaded.

2. Article 055 departed the following day (5 Nov) and arriv-  
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excellent no-flap landing was made by [ ] however the 25X1  
article was out of commission for a number of hours before the  
flap problem was finally cleared.

3. Redeployment commenced the following day (6 Nov) when  
the article departed Eielson with the "I" config. The planned  
route of flight was from Eielson [ ] 25X1  
and return to Edwards. Headwinds between Eielson and the target  
area were somewhat stronger than planned which reduced preplanned  
loiter time over the target to a minimum. On arrival at the  
target area (altitude 60M), there was only time for one expedit-  
ed turn in order to get back over the target by time zero.  
25X1 Weather in the general vicinity of the target area was 2/8 cloud  
25X1 cover, but [ ] the weather was clear. [ ]

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25X1

4. The DTFC maintained control of the mission until the article was seven hours and ten minutes into the flight. Shortly thereafter comm was closed down and gear uploaded on the support C-141. The deployment teams return flight to Edwards was uneventful with landing taking place at 07/0005L.

B. PROBLEMS/RECOMMENDATIONS

1. PROBLEM: The ops order called for the deployment team to remain at Eielson for sometime after they were no longer functional in terms of command and control or support in event of diversion.

RECOMMENDATION: That the DTFC be authorized to re-deploy as soon as home base has assumed command and control and when it is no longer feasible for the article to return to the deployment base. Unscheduled recovery capability enroute, would be enhanced if the support aircraft was closer behind the article.

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MATERIEL

A. NARRATIVE SUMMARY

1. Initial notification of a possible deployment was received at 0800L, 3 Nov 71. At 1455L, 3 Nov 71, the deployment requirement had been confirmed as one article with  configuration to deploy on 5 November, times as yet unknown. Personnel were selected by name at this time and material requirements were identified. At 0740L, 4 November, the additional requirement for an "H" configuration to deploy with the support team was received. Personnel and equipment lists were firmed up and the assembly of the deployment gear was well underway by 0830L. The arrival time of the support aircraft was not yet firm but estimated to be 1200L. 25X1

2. The deployment load was completed and assembled by 1130L. The support C-141 arrived at 1120L followed by a second C-141 at 1200L with additional seats to make up the shortage in the deployment C-141. Seat transfer started at 1215L and was completed in 25 minutes. Loading started at 1240L and was completed at 1410L. Total load was 24,198 pounds, 2021 cube. Takeoff time was 1440L.

3. The article was loaded with an  configuration, tracked camera modified for a 15 cycle per minute frame rate, and system 17. Preflight of the article was begun the afternoon of 4 Nov, followed by configuration loading. The article launch was scheduled for and completed at 0900L on 5 Nov. No difficulties were encountered. 25X1

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4. The support C-141 landed at Eielson AFB at 1830L and taxied directly to Nose Dock #2 which was the center of operations during this deployment. The aircraft was met by the Eielson Director of Materiel who had arranged all preparations for our arrival. All requested AGE was positioned in the nose dock; a forklift and flatbed trailer, and two buses were in position at engine shutdown. The distance to the nose dock from the aircraft was only about 100 feet so the flatbed was not used; the entire load was forklifted into the nose dock. Because of the compacted snow and ice on the ramp, the forklift was operated by an experienced Eielson operator. The offload was completed in 1:05 hours with an OAT of approximately 0°.

5. At 0800L, 5 November, preparations began to receive the article which was due in at 1300L. About two hours after the article had departed Edwards, word was received that the flaps were stuck in the gust position and the article would continue on to Eielson. In anticipation of a possible engine rollback, the tinker toy was partially assembled before the article landed. At 1305L, the article made an uneventful no-flap landing. No problems were encountered while towing over snow and ice to the nose dock; chains were used on the towing vehicle, a warehouse tug. There were two pilot write-ups; the flaps stuck in the gust position, and the tracker blower overheat lite came on after one hour of flight. The flap discrepancy was cleared by repairing shorted wires in the left wing spoiler well, and resetting the asymetry relay. The tracker blower unit was replaced and the aircraft was in commission

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at 2000L. A D-5 hydraulic mule was on hand to check out the flaps but could not be used because the lines were terminated in "B" nuts instead of quick disconnect fittings so the aircraft was run-up in front of the nose dock.

6. Several hours before the article landed, a requirement to have an X-band transmitter installed was made known. Inspection of the article after it landed revealed that it was installed.

7. At 0500L, 6 November, the article was towed out to taxiway 1 for launch preparation. The article was filled to 2915 gallons. Three ground heaters were at the aircraft but only one was used (to pre-heat the engine bay). The OAT was 10° with no wind; Operations declined use of a heater for the cockpit area. The only problem encountered during launch preparation was substandard performance of the preconditioning cart in that inlet temps were higher than desired. The article launched at 0800L.

8. By 1000L, all equipment, except Commo, had been assembled and packed. Loading of the C-141 began at 1225L and everything except the baggage pallet, "H" configuration, and commo pallet was on by 1320L. At 1545L the baggage pallet was loaded. Commo shut down at 1600L and their equipment and the "H" configuration were loaded. The C-141 cargo doors were closed at 1620L, the personnel boarded and the aircraft took-off at 1650L.

25X1 9. The article arrived [ ] at 2145L, 6 November. On  
25X1 return to [ ] the article was out of commission for completion of a periodic inspection. The configuration and tracker

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25X1 were downloaded after arrival, the material was packaged and shipped to [ ] on 8 November 1971. On configuration postflight it was found that the hatch heater blower was inoperative. Since the configuration was still warm, the malfunction was believed to have taken place at shutdown. The tracker postflight indicated that only 29 of 96 programmed cycles had been completed. Investigation revealed that a diode in the locally manufactured intervalometer failed when operating at a reduced temperature.

10. The C-141 support aircraft arrived [ ] at 0015L, 7 November 1971. The offload was completed at 0115L and the C-141 departed immediately.

25X1

B. PROBLEMS/RECOMMENDATIONS

1. PROBLEM: A last minute requirement for an X-band beacon was generated while the article was enroute from Edwards. Fortunately, an X-band beacon was installed on the article from a previous mission.

RECOMMENDATION: That headquarters research and coordinate all mission tracking requirements as soon as possible and include these requirements in the mission planning data.

2. PROBLEM: The preconditioning cart input and output ducts were extremely difficult to lock into the upper "Q" and "E" bay hatches, the operation requiring over five minutes.

25X1 RECOMMENDATION: [ ] redesign the hose to hatch latching mechanism to insure a quick, positive lock.

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LIFE SUPPORT

A. NARRATIVE SUMMARY

1. Upon arrival a medical and personal equipment work area was set up in a room in the hangar, convenient to all personnel.

25X1 2. [ ] was recovered at Eielson about 1300L and was found to be medically fit on post flight interview.

25X1 3. [ ] was given a preflight physical, suited-up, and launched on time 6 Nov 71.

4. No significant physiological or medical problems were encountered on either flight.

5. No significant illness or injury was sustained by support personnel.

6. Emergency egress briefing was given to certain fire/crash and medical personnel at Eielson. Names were given to Security.

B. PROBLEMS/RECOMMENDATIONS

1. PROBLEM: Adequate quantity of arctic clothing was not available for issue. We were fortunate that mild arctic weather existed during our stay (-13 to +8 degrees fahrenheit).

RECOMMENDATION: Full issue of properly fitted arctic gear be obtained for all personnel of this unit who may be required to deploy to the arctic.

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SUPPORT

A. NARRATIVE SUMMARY

1. The short notice given the unit required some scrambling to prepare orders, but no other unusual circumstances were encountered initially.

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